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#### CIVIL AERONAUTICS AUTHORITY.

[Special Air Traffic Rule 601-A-1]

#### NAVIGATION AND OPERATION OF AIRCRAFT WITHIN OR OVER CERTAIN AREAS IN THE STATE OF NORTH CAROLINA DURING THE PERIOD OF THE JOINT ANTI-AIRCRAFT-AIR CORPS EXERCISES TO BE CONDUCTED BY THE WAR DEPARTMENT SEPTEMBER 14 TO OCTOBER 22, 1938, INCLUSIVE

At a session of the Civil Aeronautics Authority held at its office in Washington, D. C., on the 12th day of September 1938.

Regulation 601-A-1<sup>1</sup> promulgated by the Civil Aeronautics Authority on August 20, 1938, adopted the Civil Air Regulations made, prescribed and issued by the Secretary of Commerce under date of May 31, 1938, with certain substitutions, modifications and amendments.

The records pertaining to a request of the War Department for a Special Air Traffic Rule governing aircraft operation in the central and eastern portion of North Carolina during the period of the Joint Anti-Aircraft-Air Corps Exercises to be conducted September 14 to October 22, 1938, inclusive, were transferred to the Authority with the files of the Bureau of Air Commerce pursuant to an Executive Order dated August 22, 1938. Upon consideration of the matter by the Civil Aeronautics Authority, it was found

that a conference was held at the request of the War Department on August 9, 1938, at the offices of the Bureau of Air Commerce between representatives of the Bureau of Air Commerce, commercial operators and the War Department to discuss this matter, and that it was determined by such representatives that it was essential to the public interest and necessary for the promotion of safety of flight in air commerce that a Special Air Traffic Rule be made and promulgated governing the matters aforesaid.

The Civil Aeronautics Authority, therefore, acting pursuant to the provisions of Section 601 (a) of the Civil Aeronautics Act of 1938 (52 Stat. 973, 1008), being fully advised in the premises and deeming it necessary for the promotion of safety of flight in air commerce, hereby makes and promulgates the following Special Air Traffic Rule:

#### SPECIAL AIR TRAFFIC RULE 601-A-1

No civil aircraft shall be navigated or operated, except as hereinafter specified, within or above the following described areas:

AREA A.—That area in North Carolina described as follows, except the area hereinafter described as Area B:

Beginning at the intersection of the north line of the State of North Carolina and the shore line of the Atlantic Ocean; thence southerly along the shore line of the Atlantic Ocean to a point due east of the Post Office Building in the City of Wilmington; thence due west to said Post Office Building in the City of Wilmington; thence westerly in a straight line to the Seaboard Air Line Railroad Station in the City of Lumberton; thence westerly on a straight line to the Seaboard Air Line Railroad Station in the City of Rockingham; thence northerly along a straight line to the Atlantic and Yadkin Railroad Station in Siler City; thence easterly along a straight line to the Post Office Building in the City of Raleigh; thence easterly along a straight line to the Atlantic Coast Line Railroad Station in the City of Wilson; thence easterly along a straight line to the point of beginning.

AREA B.—That area in North Carolina in the vicinity of Fort Bragg described as follows:

Beginning at the Aberdeen & Rockfish Railroad Station in the City of Aberdeen; thence southeasterly along the Aberdeen & Rockfish Railroad right of way to the Railroad Station in Dundarrach; thence northeasterly along the Aberdeen & Rockfish Railroad right of way to the junction of said Railroad

right of way with the Cape Fear Railroad right of way at Skibo; thence northerly along the Cape Fear Railroad right of way to the junction of the Cape Fear Railroad with the Atlantic Coast Line Railroad at Fort Bragg; thence northwesterly along the Atlantic Coast Line Railroad right of way to the junction of the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad near Sanford; thence southwesterly along the Seaboard Air Line Railroad right of way to the point of beginning.

#### Effective Period

PHASE 1.—September 14 to October 2, 1938, inclusive.

(a) No civil aircraft shall be navigated or operated within or above Area B unless special permission for such flights first be granted by the local inspector of the Authority temporarily stationed at Ft. Bragg.

(b) No civil aircraft shall be operated or navigated within or above Area A or Area B at an altitude in excess of 11,000 feet above sea level unless special permission for such flights first be granted by the local inspector of the Authority temporarily stationed at Ft. Bragg.

PHASE 2.—October 3 to October 22, 1938, inclusive.

(a) No civil aircraft shall be navigated or operated within or above Area B unless special permission for such flights first be granted by the local inspector of the Authority temporarily stationed at Ft. Bragg.

(b) No civil aircraft shall be operated or navigated within or above Area A under instrument flying conditions or in or above the clouds during the hours of daylight unless special permission for such flights first be granted by the local inspector of the Authority temporarily stationed at Fort Bragg.

(c) No civil aircraft shall be operated or navigated within or above Area A during the hours of darkness unless special permission for such flights first be granted by the local inspector of the Authority temporarily stationed at Fort Bragg.

(d) No civil aircraft shall be operated or navigated within or above Area A or Area B at an altitude in excess of 11,000 feet above sea level unless special permission for such flights first be granted by the local inspector of the Authority temporarily stationed at Fort Bragg.

By the Authority.

[SEAL] PAUL J. FRIZZELL,  
Secretary.

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1938; 9:36 a. m.]

<sup>1</sup> 3 F. R. 2051 DI.